

## A. GPI TEAM PROFILE

**Greenman-Pedersen, Inc. (GPI)** is excited about the opportunity to work with the Town of Brookline on this critical project to enhance the usability of Olmsted's Emerald Necklace Park system and explore potential solutions to provide a safe and effective connection between Olmsted Park and the Riverway Park.



There is a clear need for pedestrian and bicycle-crossing improvements along the Emerald Necklace path system at Route 9 in Brookline. The condition has been problematic for many decades and has propagated advocacy for improvements for nearly as long. *Bikes Not Bombs* and *MassBike* have held protests; engineering students from Northeastern University have proposed solutions and numerous Town plans and documents have called out for the need for safety and connectivity improvements at this crucial connection in the regional path system.

It is our understanding that the Town of Brookline, through its Engineering/Transportation Division would like to explore safety and connectivity options at this key connection. The goal would be to develop a preferred alternative that could be advanced to develop Construction Documents and be advertised for construction under the Massachusetts Transportation Improvement Program (TIP).

GPI has examined the Request for Proposals (RFP), visited the site area and attended the Pre-Proposal Meeting held on August 2, 2011. Based on the RFP and discussions at the Pre-Proposal Meeting, GPI has assembled a dynamic team that brings together a thorough understanding of the Massachusetts Department of Transportation (MassDOT) Design Process, the importance of bicycle and pedestrian accommodations in a successful transportation network and the importance of Olmsted's vision for the Emerald Necklace Park System. To expand on our expertise and provide specific project insight, GPI is joined on this exciting project by **Alta Planning + Design (Alta)** to assist in the development of alternative and creative bicycle access treatments as well as **Pressley Associates (Pressley)** who has been working with the Department of Conservation and Recreation (DCR) for decades on various projects throughout the Emerald Necklace Park System. The entire GPI Team is intimately familiar with the project area, its history and its constraints.

### **Greenman-Pedersen, Inc. (GPI)**

GPI is a well-established, multi-discipline engineering firm that has been providing professional design, architecture, planning, construction and inspection services to all levels of government and industry throughout Massachusetts for over 45 years. GPI has established itself as one of the premier transportation engineering firms and has been consistently listed in the Engineering News Record as one of the Top 100 Design Firms. In Massachusetts, GPI has become one of the most preferred providers of services to MassDOT as evidenced with numerous contract selections, including:

*In 2010, GPI was ranked #1 out of 41 firms that submitted qualifications to MassDOT for Statewide Engineering Services.*

- Accelerated Bridge Program
- Bridge Ratings
- Bridge Rehabilitation, Coatings Inspections
- Statewide Photogrammetry
- Layout and Right-of-Way Services
- On-Call Statewide Engineering Design Services – 2008
- On-Call Statewide Engineering Design Services – 2009
- On-Call Statewide Engineering Design Services – 2010

The firm serves state, municipal, private and industrial clients on a continuous basis and provides consultation and design services in the following major areas:

- Highway and Civil Engineering
- Transportation Planning and Traffic Engineering
- Traffic Calming
- Multi Use Pathway Design
- Rails to Trails Design
- Utility Relocation and Design
- Survey and Right-of-way
- Bridge and Structural Engineering
- Storm Drain System Analysis and Design
- Asset Management
- Permitting
- Capital Improvement Master Planning
- Construction Bid Letting
- Construction Management and Inspection
- Geographic Information Systems (GIS) and CADD Services
- Aerial Photography and Photogrammetry
- Land Use and Site Planning
- Funding Assistance

GPI is proud of the reputation we have earned for successfully completing projects on time and within budget. Clients continuously turn to GPI because they are satisfied with the results of previous projects and are confident of equally superior performance on new assignments. Strong working relationships have developed with clients to the extent that 85% of GPI's business is from repeat clients. GPI takes pride in the many projects successfully completed and is excited about the possibility of providing this high level of professional service to the Town of Brookline.

Over the last forty-five years, GPI staff has successfully handled projects ranging in size and complexity, some with individual construction budgets reaching \$300 million. We have won numerous awards for our work throughout the country including:

- Move Massachusetts Construction Achievement Award
- NQI (National Quality Initiative) Achievement Award
- ABC (Artery Business Committee) Excellence in Building
- ACI (American Concrete Institute) Renovation/Remodeling Award in Massachusetts
- ACEC New England Engineering Excellence Award for work on Section DOI9A of the Central Artery Project.
- U.S. Army Corps of Engineers Safe Work Practice Award
- NY Project of the Year
- Rehabilitation Project of the Year
- DelDOT Top Major Construction Project
- Breaking the Mold Award
- Coastal America Partnership Award
- Quality of Life Award
- Outstanding Facility Award
- Park and Recreation Awards
- Our Chesapeake Bay Foundation New Headquarters Project received the highest "Green" rating in history and the first ever platinum award from the U.S. Green Building Council.

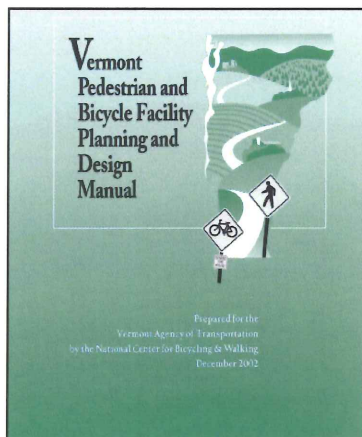
*In 2010, the Franklin County Bikepath designed by GPI was named the "Best Urban Bike Path in New England" by Yankee Magazine.*

GPI is one of the top bikeway/recreational pathway designers in the Eastern United States. We have been responsible for the master planning and design for hundreds of miles of award winning recreational trails and on-road bikeways in the last twenty years, including at-grade crossings, new pedestrian/bikeway bridges and/or railroad bridge conversions. Our staff has experience in projects ranging from designing small pedestrian/bicycle paths and neighborhood parks to preparing the master plan for developing a 500-acre parcel into a



recreational park incorporating a 3.5-mile long rail to trail conversion. We are excited about the possibility of offering these same services to the Town of Brookline as well.

In addition to master planning, feasibility studies and design of individual projects, GPI has also prepared maps and plans for entire networks of roads and trails available for bicyclists as well as pedestrians. We have used our GIS capabilities to complete projects such as the Roadway Inventory Bicycle Map for Somerset County, New Jersey, the Bicycle Suitability Mapping Project for Middlesex County, New Jersey and the Bicycle Accommodation Master Plan in Newton, Massachusetts. The maps produced by each project will be used to let bicyclists know where suitable roadways and trails exist for their uses and serve an important transportation, recreational and tourism purpose.



GPI, working with the Bicycle Federation of America, also provided assistance with the preparation of the Vermont Pedestrian and Bicycle Facility Planning and Design Manual. Our work included technical input and also new design sheets for VTrans for bicycle and pedestrian facilities. This project was an outgrowth of the Agency of Transportation's adopted statewide Bicycle and Pedestrian Plan of 1998, which called for a manual that provided clear, consistent guidelines for facility design to ensure that safe, cost-effective and well-constructed facilities are built.

GPI is a member of the Rails-To-Trails Conservancy, an organization committed to enhancing American communities by converting thousands of miles of abandoned rail corridors and connecting open space into a nationwide network of public trails. We also utilize the publications of AASHTO and Federal Highway Administration to benefit from the guidelines and research results that exist for the design of bicycle-friendly roadways and trails.

Our team members are familiar with the newly released NACTO Urban Bikeway Design Guide, AASHTO 1999 Guide for the Development of Bicycle Facilities, MassDOT's Building Better Bicycling Manual, the 2003 Manual on Uniform Traffic Control Devices, the 2006 MassDOT Project Development and Design Guidebook (Chapter 11, Shared Use Paths and Greenways), the MassDOT Bridge Manual, the 1995 MassDOT Standard Specifications for Highways and Bridges and its addenda, the Massachusetts Department of Environmental Protection's Best Management Practices (BMPs) for Controlling Exposure to Soil during the Development of Rail Trails, the Massachusetts State Building Code (780 CMR), 521 CMR - Architectural Access Board Rules and Regulations and the MassDOT Weighted Average Bid Prices.

As a commitment to maintain and develop the high level of expertise and professionalism at GPI, as well as to encourage the continual professional growth of all employees, GPI has recently conducted several in-house Professional Web Seminars regarding bike paths, including: "Designing Bicycle Facilities", "Innovative Bicycle Treatments", "NACTO Urban Bikeway Design Guide" and "Alternative Treatments for At-grade Pedestrian Crossings".

One of the most notable and relevant projects GPI is currently involved with is Phases 2A and 2C of the Bruce Freeman Rail Trail. This critical eight (8) mile shared use path will connect to the termination of the Phase 1 path which runs through Lowell, Chelmsford and terminates in Westford, and extends the path south through Westford, Carlisle, Acton and Concord to the Sudbury Town Line. The Towns of Acton, Carlisle and Westford originally selected GPI to provide 25% Design Plans for Phase 2A, a 5 mile section between Acton and Westford. As part of the project, GPI evaluated several alternatives for



crossing Route 2A/119 including provisions for at-grade crossings and a pedestrian bridge. Through a series of public meetings with local stakeholders, the final recommendation was to construct a pre-fabricated pedestrian bridge structure over the corridor. In addition, six existing railroad bridges were evaluated by GPI's Structural Engineers and a Preliminary Structures Evaluation Report was developed for each bridge that documented the condition of the structures and recommended improvements to upgrade the bridges to accommodate the path.

GPI also prepared a Statewide Transportation Enhancement Application for submission to the Executive Office of Transportation (EOT) for funding of the final (75% through PS&E) design of the project. During this period, the Town of Concord approached GPI to include Phase 2C (which had been brought to 25% Design by another consultant) in the application. Phase 2C extended the trail for approximately 3 miles through Concord. Ultimately, GPI completed the application on behalf of the four towns (Acton, Carlisle, Westford and Concord) and obtained approval of approximately \$1.4 million in Statewide Enhancement Funding to complete the final design of the project. GPI is currently under contract with the Town of Acton (acting as the contract manager for all four towns) for the final design phase.

GPI was also selected by the Town of Concord to evaluate alternative crossing options of the active MBTA Commuter Rail line in West Concord. GPI worked with the Town of Concord, MassDOT and the MBTA to evaluate numerous crossing strategies and eventually incorporated the use of an existing at-grade, gated crossing to accommodate the path users.

### *Alta Planning + Design (Alta)*



*Alta Planning + Design (Alta)* is an industry leader in multi-modal transportation planning, design and implementation of bicycle, pedestrian, greenway, park and trail corridor systems. Since 1996, Alta has worked to create master plans, conduct feasibility studies and produce conceptual designs through construction documents for state, county and local agencies. The focus of their projects is to provide context-sensitive designs by reinforcing

historic, cultural and the natural environments.

Alta's most notable recent projects include working with the Massachusetts Department of Transportation (MassDOT) on the upgrades of the Charles River Basin and Bridge Master Plan. As part of this project Alta is developing a plan to address the needs of pedestrians, joggers and cyclists along an eight mile portion of the Charles River Basin. Similar to the project outlined in this RFP, the Charles River Basin Project includes recommendations for path improvements along the river, in addition to enhanced pedestrian and bike connections to and across the bridges within the Basin. Alta also conducted a gap analysis to determine locations for enhanced connections and crossings to adjacent neighborhoods and open spaces.



Alta was also instrumental in the launching of the City of Boston's Hubway Bike Share System. Alta worked closely with the City of Boston, Massachusetts Department of Conservation and Recreation (DCR) and MassDOT to lead the planning effort to locate and design the placement of the individual stations.

### ***Pressley Associates (Pressley)***

***Pressley Associates*** has been working with major public and private clients to design landscapes that not only embrace the environment, but also enhance and protect it, magnifying the natural qualities of any given landscape while satisfying issues such as cost control, sustainability and maintainability. Pressley is recognized for its commitment, understanding and experience in public involvement and community process. They regularly work with representatives from stakeholder groups, community activists, neighbors, public officials in a variety of formats from informal consultations to large public meetings to build consensus on the merits of a project and develop a design that meets the needs and desires of all interested parties.



Pressley is intimately familiar with the entire Emerald Necklace Parks having worked with DCR since the mid 1980's on developing and implementing the *Emerald Necklace Parks Master Plan*. The Master Plan defined specific projects in four of Olmsted's Emerald Necklace Parks (Back Bay Fens, The Riverway, Olmsted Park and Jamaica Pond). The recommendations re-established Olmsted's separation of pedestrian and vehicular circulation, and passages of scenery, and identified practical alternatives to manage and maintain the parks. A critical element to the success of the project was extensive public meetings, environmental compliance and sensitive treatment of both natural and cultural resources.

Pressley has also completed the construction phase of several of the recommendations from the Master Plan including; repairs of six original stone bridges in the Riverway Park and reconstruction of the surrounding landscape, bikeway and seating areas at the Jamaica Pond boathouse and implementation of a pedestrian path, bikeway and parking at Olmsted Park.

Most recently, Pressley worked with the DCR to study and evaluate the crosswalks, sidewalks and pathways of the Emerald Necklace from Boylston Street at the Back Bay Fens to the Arborway at the Arnold Arboretum. The project developed a series of guidelines for the consistent treatment of these highly-used transportation corridors and improved safety, enhanced connectivity between the parks and balanced the needs of different user groups.

Pressley undertook an in-depth survey of the crosswalks and pathways under the jurisdiction of the DCR and based on consultation with the project steering committee, input gathered at public meetings and results from a user survey, developed the *Emerald Necklace Crosswalk and Pathway Guidelines*.